



FAIRFAX COUNTY

APPLICATION FILED: March 9, 2005
PLANNING COMMISSION: September 15, 2005
BOARD OF SUPERVISORS: September 26, 2005
@ 3:30 p.m.

V I R G I N I A

CRD

September 1, 2005

STAFF REPORT

APPLICATION SE 2005-LE-011

LEE DISTRICT

APPLICANT: Jennings Motor Company, Inc.

ZONING: C-6, HC, SC, CRD

PARCELS: 80-3 ((1)) 6

ACREAGE: 2.71 acres

PROPOSED FAR: 0.26

OPEN SPACE: 23%

PLAN MAP: Mixed Use

SE CATEGORY: Category 5: Vehicle Light Service Establishment

PROPOSAL: Special exception to permit a 40 bay vehicle light service establishment and waivers and modifications in the Commercial Revitalization District.

WAIVERS AND MODIFICATIONS: Waiver of the 10-foot wide peripheral parking lot landscape strip requirement.

Modification of major paved trail recommendation.

Modification of transitional screening requirement.

Reduction of minimum required parking spaces.

STAFF RECOMMENDATIONS:

Staff recommends denial of SE 2005-LE-011.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290.



Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

**A GLOSSARY OF TERMS FREQUENTLY
USED IN STAFF REPORTS WILL BE
FOUND AT THE BACK OF THIS REPORT**

DESCRIPTION OF THE APPLICATION

Proposal:

The applicant is requesting approval of a Category 5 Special Exception (SE) to permit a 31,132 square foot (SF), forty (40) bay vehicle light service establishment to operate within an existing vacant structure located at 7039 Old Keene Mill Road with an FAR of 0.26 and 23% open space within the Springfield Commercial Revitalization District.

Waivers and Modifications:

The applicant requests a waiver of the 10-foot wide peripheral parking lot landscape strip at the northwestern corner of parking lot on the subject site.

Modification of major paved trail recommendation - The Comprehensive Plan recommends a major paved trail (asphalt or concrete, eight (8) feet or more in width) along Old Keene Mill Road.

Modification of transitional screening requirement - The existing transitional screening consists of a 35-foot wide unbroken landscape strip, which was required for the previously existing retail sales use on the site. For a vehicle light service establishment, a 50-foot wide transitional screening buffer is required.

Reduction of minimum required parking - The SE Plat shows 146 spaces to be provided, when 160 spaces are required for the proposed use. This is a 9% reduction of the required parking spaces.

Hours:

The applicant proposes that the vehicle light service establishment be permitted to operate from 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. There would be no operation on Sunday

Employees:

The applicant proposes a maximum of fifty (50) employees on site at any one time.

LOCATION AND CHARACTER

Site Description:

The subject property is located on the south side of Old Keene Mill Road approximately 500 feet from its intersection with Amherst Avenue, just west of the interchange of I-95 and Franconia Road. The subject property is 2.71 acres and is in the C-6 District, the Highway Corridor Overlay District (HC), Sign Control Overlay District (SC), and the Springfield Commercial Revitalization District (CRD). The site consists of an existing vacant 31,132 square foot building and parking lot, formerly used as a retail sales establishment (Circuit City).

Surrounding Area Description:

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Eating Establishment Springfield Plaza	C-6	Mixed Use
South	Springvale Subdivision (Residential)	R-2	Residential, 2-3 du/ac
South	Public Benefit Association American Legion	C-2	Mixed Use
East	Medical/Dental Office	C-5	Mixed Use
West	Springfield United Methodist Church	R-1	Residential, 2-3 du/ac

BACKGROUND

On June 26, 1963, the Board of Supervisors approved RZ A-583 rezoning the subject property from the RE-1 District to the C-OL District. There are no proffers associated with this rezoning.

On April 29, 1964, the Board of Supervisors approved RZ A-751, rezoning the subject property from the C-OL District to the C-D District. There are no proffers associated with this rezoning.

With the adoption of the current Zoning Ordinance on June 12, 1978, the C-D District was reclassified to the C-6 District, therefore reclassifying the subject site to the C-6 District.

Site Plan No. 7896-SP-01-2 was approved on June 28, 1990 and Building Permit No. 90089B0920 for construction of a new retail store on the property was issued on July 1, 1990.

Non-Residential Use Permit (Non-RUP) A-2583-90 was issued to Circuit City on November 16, 1990, for use of the property as retail sales.

The subject property is included within the Springfield Commercial Revitalization District (CRD), which was rezoned by the Board of Supervisors on October 12, 1998.

Currently a Request for Proposal (RFP), has been released by Fairfax County for a Joint Development Solicitation (JDS), under the Public-Private Education Facilities and Infrastructure Act of 2002 (PPEA) for the Springfield Central Business District (CBD) Park-and-Ride Facility. The subject site has been identified as a possible site for the Park-and Ride Facility.

COMPREHENSIVE PLAN PROVISIONS (Appendix 3)

Plan Area:	Area IV
Planning District:	Franconia-Springfield Area Planning District
Planning Sector:	Springfield Community Business Center Planning Sector, Sub-Unit D-2
Plan Map:	Mixed Use
Plan Text:	

In the Area IV Volume of the Comprehensive Plan, 2003 edition, Franconia-Springfield Area, as amended through February 10, 2003, Springfield Community Business Center, Sub-Unit D-2 page 67, the Plan states:

“Sub-unit D-2 is located south of Old Keene Mill Road between the Springvale community, Amherst Avenue, and north of the junction of Amherst Avenue with Backlick Road.

Tax Map 90-2 ((1)) 11D and 11E are planned to continue as automobile sales and service use up to .50 FAR. The remainder of the sub-unit is planned for low intensity retail and office uses up to .50 FAR with a height limitation of 50 feet. Any development should be screened from the Springvale community and meet the following additional conditions:

- Uses located on the ground floor should have direct public access with display windows oriented towards the street;
- Building design should reduce the effect of building height and bulk;

- High-quality architecture and landscape design should be demonstrated;
- Buildings should be set back 50 feet from the property line adjacent to residential uses;
- Structured parking should be shielded from view within the development;
- Pedestrian connections should be provided between buildings;
- A joint use structured public parking facility should be provided; and
- Transportation impacts should be mitigated through the use of transportation demand management (TDM) strategies.”

ANALYSIS

Special Exception (SE) Plat (Copy at front of staff report)

Title of SE Plat: Jennings Motor Company, Inc. Lee District
Fairfax County, VA Special Exception Plat

Prepared By: Dewberry & Davis LLC

Original and Revision Dates: January 31, 2005 as revised through
April 14, 2005

Jennings Motor Company, Inc. SE Plat	
Sheet #	Description of Sheet
1 of 2	Cover Sheet, Title & Vicinity Map
2 of 2	SE Plat

The SE Plat, which consists of two (2) sheets, which include the following features:

- The applicant proposes to utilize an existing 21-foot high, 31,132 square foot building for a vehicle light service establishment. While the building is existing, no architectural plans/illustrations have been provided to demonstrate improvements to the building facade. This building would ultimately contain forty (40) service bays. Approximately eight to ten (8-10) service bay doors would be located on the south side of the existing/proposed building facing the adjacent Springvale residential subdivision. The resulting FAR on the site would be 0.26, which is the existing FAR for the Property.
- The SE Plat shows 146 spaces to be provided, reflecting a 9% parking space reduction (160 spaces required) in a CRD.

- A total of approximately 23% open space is proposed. Landscaping is depicted along the periphery of the parking lot along with landscaped islands in the interior portion of the parking lot. The SE plat also shows an existing fence/wall around the western and southern border of the parking lot to meet the barrier requirements, however, the height, and materials of the fence/wall are not provided.
- Filterra units are proposed as best management practices (BMP) facilities to serve the SE site. Three filterra units are proposed, one east of the interparcel connector on the south side of the Property and two along the western edge of the parking area.
- There are two existing storm water detention facilities on the site, located on the southeast and northwest sides of the property.
- Access to the site is provided from Old Keene Mill Road at the northwestern portion of the property and from Springfield Boulevard at the southeastern portion of the property.

Land Use Analysis (Appendix 3)

The requested special exception proposes to utilize an existing building to establish a major auto-oriented use with 40 service bays, with employees ferrying vehicles to and from the site throughout the day and additional wholesale patrons for sales of parts. With the exception of adding multiple bay doors, the site conditions and existing building are proposed to remain largely unchanged. The applicant has stipulated that the requested use would be for an interim period of time; however, the applicant has not proposed an actual period of time for the interim use of the site to terminate. Staff finds that the proposal raises significant land use and Comprehensive Plan issues with respect to accomplishing the overall goals for revitalization of this area and compatibility of the use with the adjacent residential community.

The Comprehensive Plan acknowledges those parcels which are currently developed with and planned to remain as automobile sales and services uses. The remainder of the sub-unit is planned for low-intensity office and retail uses. The plan further speaks to the need for screening from any development to protect the Springvale residential community as well as other conditions related to implementing land use and revitalization goals such as quality architecture and landscape design and pedestrian connectivity, among others. Although there is an existing building on the site, it was developed and previously used as a retail use in conformance with the use recommendations of the Comprehensive Plan. This application proposes a new auto service use without providing any architectural illustrations/plans to demonstrate what the building will look like as a result of the addition of over 10 service bay doors for the proposed use. Additionally the proposal does not provide for pedestrian connectivity to adjacent parcels. The Comprehensive Plan recommends a major paved trail (asphalt or concrete, eight (8) feet or more in width) along Old Keene Mill Road, but the proposal does not provide this trail. The function and operation of the proposed vehicle light service establishment

concentrates an intensive auto-oriented use on a parcel near a major intersection and adjacent to a single family residential neighborhood. Based on the request for 40 service bays with their access oriented primarily along the façade closest to the residential community, 50 employees on site at any one time and additional patrons coming to the site for sales of parts, staff anticipates that the traffic, noise and activity on site and the related off-site impacts would be similar to or potentially, greater than, those associated with service stations or other auto-oriented and/or drive through development, uses that the Comprehensive Plan specifically seeks to discourage.

Under the guidance for interim improvement of commercial establishments, the Plan states that such uses should accomplish the following:

- Result in significant public benefits, for example, improvements in circulation or access, parking, landscaping, site design or building design;
- Public benefits outweigh any adverse effects of the change in use; and
- The change in use will not delay or interfere with the achievement of the long-range objectives of the Comprehensive Plan.

It has not been demonstrated that the establishment of the requested 40-bay vehicle light service establishment within a structure formerly used as a retail sales establishment would result in any significant public benefits such as to circulation, access, parking landscaping, site or building design. Rather, the impacts of such a use would be detrimental due to increased traffic to the site, the location of service bay doors along the south side of the building abutting residential development, and the potential noise impacts of the change in use from retail sales to vehicle light service. Additionally the proposal offers no building façade improvements, minimal landscaping improvements and does not meet the transitional screening requirements set forth in the Zoning Ordinance to mitigate impacts. Approval of such use would also impede the achievement of the broader, long range goals for revitalization of the Springfield CBC.

Although the trip generation figures noted in the Transportation Section below are estimated to be less during the peak hour than the previous retail sales use (Circuit City), the fact that service employees will be shuttling vehicles between the site and the dealership will add unanticipated trips to the site the surrounding neighborhood. Additionally, due to the location of the service bay doors on the south side of the building facing the Springvale residential community, the frequency of vehicle trips to those bays will have a greater impact on the residential community than the previous retail sales use.

For the reasons discussed above, staff concludes that the requested special exception is not in harmony with the Comprehensive Plan.

Transportation Analysis (See Appendix 4)

Trip Generation

<u>Trip Generation</u>	Weekday PM Peak Hour Trips ¹
Previous Use – Circuit City	125
Proposed Use – Automotive Care Center	90

¹ Trip generation rates based on data from Trip Generation, Seventh Edition, Institute for Transportation Engineers, 2004 for the following uses, Electronics Superstore, Land Use Code 863; Automotive Care Center, Land Use Code 942.

Issue: Vehicle access to site

A commitment from the applicant to have employees transport all vehicles to the subject site from the dealership and return the vehicles to the dealership when service is complete will reduce the impact of the proposed use. No customers should drop off or pick up vehicles at the subject site.

Resolution:

The applicant has stated that all vehicles for service shall be received at Springfield Toyota and shall be transported to and from the subject property by service employees.

Issue: Coordinated Access to Old Keene Mill Road.

It would be preferred for the subject site to develop under a coordinated scenario including parcels 11 and 11A1 in order to consolidate and coordinate access to the arterial. Interparcel access to Parcels 11 and 11A1 should be provided.

Resolution:

The current proposal is not a coordinated scenario and does not include parcels 11 and 11A1. However, interparcel access to Parcels 11 and 11A1 has been provided at the northwestern portion of the subject site via an existing service drive along Old Keene Mill Road.

Issue: Existing interparcel access

The existing interparcel access to the American Legion site should be retained.

Resolution:

The applicant proposes to maintain the existing interparcel access to the American Legion site, as depicted in the SE Plat.

Issue: Pedestrian access

Pedestrian access through the site to Terry Drive is recommended.

Resolution:

The proposal offers no site modifications or improvements to promote or enhance safe pedestrian access through the site. Therefore, this issue has not been addressed.

Issue: Sales on site

No retail or wholesale sales should occur on site.

Resolution:

This issue remains unresolved.

Environmental Analysis (See Appendix 5)

There are no significant environmental issues associated with this request. There is no proposed change in the impervious surface area, so the development plan would qualify as redevelopment, where a 10% reduction in phosphorous is required. The proposed Filterra units located at existing inlets are well suited for use in parking areas and sufficient to meet water quality control requirements for redevelopment.

Housing and Community Development Analysis (See Appendix 6)

The proposal fails to consolidate parcels 11 and 11A1 and/or promote coordinated development of new business or higher density mixed use development, as described in the Springfield Revitalization Strategy.

The proposal would establish a new automobile related land use within the Springfield Commercial Revitalization District in contravention of existing Commercial Revitalization Strategy goals.

The proposal will route additional traffic onto public streets within the Springfield Commercial Revitalization District, without providing any discernable benefit to the goal of revitalization of the Springfield Commercial Revitalization District;

The proposal seeks the benefit of reduced parking requirements, a specific benefit limited to revitalization districts and designed specifically to promote the goals of revitalization, without providing any offsetting revitalization benefit.

For the reasons discussed above, the Special Exception request does not comply with the Comprehensive Plan and is not consistent with the revitalization goals of

the Springfield Commercial Revitalization District Program. Therefore staff is not supportive of the application.

ZONING ORDINANCE PROVISIONS

Bulk Standards (C-6, CRD)		
Standard	Required	Provided
Lot Size	40,000 square feet	117, 887 square feet or 2.71 acres
Lot Width	200 feet	465 feet
Building Height	50 feet	21 feet
Front Yard	20 feet	58 feet
Side Yard	No requirement	Not applicable
Rear Yard	20 feet	58 feet
FAR	0.40	0.26
Open Space	15%	23%
Parking Spaces	160 spaces	146 spaces

OTHER ZONING ORDINANCE REQUIREMENTS (See Appendix 9)

Special Exception Standards

- General Special Exception Standards (Sect. 9-006)

General Standard 1 requires that the proposed use at the specified location be in harmony with the adopted Comprehensive Plan. *The subject property is located in Sub-Unit D-2 of the Springfield Community Business Center. The SE application seeks to utilize an existing building to establish a vehicle light service use with 40 service bays. The SE plat depicts service bay doors facing the adjacent Springvale residential development to the south. The applicant has proposed the vehicle light service establishment could be an interim use for the subject site, but has not provided a conclusive time or process for termination of the use. In addition,*

the Comprehensive Plan states that interim improvements of commercial establishments should accomplish three goals. That is, it should result in significant public benefits, for example, improvements in circulation or access, parking, landscaping, site design or building design, provide public benefits outweigh any adverse effects of the change in use, and the change in use should not delay or interfere with the achievement of the long-range objectives of the Comprehensive Plan. It has not been demonstrated that the establishment of the requested 40-bay vehicle light service establishment would result in any public benefits such as those related to circulation, access, parking landscaping, site or building design nor that such benefits would outweigh the potential adverse impacts. Approval of such use, even on an interim basis, could also impede the achievement of the broader, long range goals for revitalization of Springfield CBC. For the reasons discussed above, staff concludes that the requested special exception is not in harmony with the Comprehensive Plan and does not satisfy this General Standard.

General Standard 2 requires that the proposed use be in conformance with the general purpose and intent of the applicable zoning district regulations. The C-6 District was established to provide locations for retail commercial and service uses which are oriented to serve several neighborhoods or approximately 20,000 persons. *The proposed use is a 40-bay vehicle light service establishment for vehicles serviced by Springfield Toyota. Springfield Toyota serves the Northern, VA area, which encompasses much greater than 20,000 persons, thus the proposed use does not meet this standard.*

General Standard 3 requires that the proposed use be harmonious with, and not adversely affect, the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. It further requires that the location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof. *There is an existing transitional screening buffer between the subject site and the adjacent Springvale residential community to the south. However the existing transitional screening consists of a 35-foot wide unbroken landscape strip, which was required for the previously existing retail sales use on the site. For a vehicle light service establishment, a 50-foot wide transitional screening buffer is required. Additionally the SE plat depicts up to 10 service bay doors facing the Springvale residential community to the south. Staff does not support a modification of the transitional screening requirements along the south or western portion of the site due to the potential noise impacts of the proposed use and location of the service bay doors. For these reasons, staff believes that this existing buffer will not adequately mitigate the impact of the proposed 40-bay vehicle light service establishment on Springvale development and that this standard has not been satisfied.*

General Standard 4 requires that the proposed use be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the

existing and anticipated traffic in the neighborhood. *The applicant has stated that all vehicles entering or leaving the site for service shall be transported by service employees from the dealership and the transport route shall not include any neighborhood roads. However, the function and operation of the proposed vehicle light service establishment concentrates an intensive auto-oriented use on a parcel near a major intersection and adjacent to a single family residential neighborhood. Based on the request for 40 services bays, and 50 employees on site at any one time, staff anticipates that the traffic, noise and activity on site and the related off-site impacts would be similar to or potentially, greater than, those associated with service stations or other auto-oriented development, uses that the Comprehensive Plan specifically seeks to discourage. Additionally, the proposal offers no site modifications, façade improvements or other improvements to promote or enhance safe pedestrian access through the site. In staff's opinion, the application does not provide adequate pedestrian and vehicular movements and will create incompatible on-site traffic conditions. Therefore this standard has not been met.*

General Standards 5, 6 and 7 require landscaping, screening, open space, adequate utility, drainage, parking and loading to be regulated in accordance with the Zoning Ordinance; however, the Board may impose more strict requirements for a given use than those set forth in the Ordinance. As noted earlier in this report, there is an existing transitional screening buffer between the subject site and the adjacent Springvale residential community to the south. However the existing transitional screening consists of a 35-foot wide unbroken landscape strip, which was required for the previously existing retail sales use on the site. For a 40-Bay vehicle light service establishment, a 50-foot wide transitional screening buffer is required. Staff believes that this existing transitional screening buffer will not adequately mitigate the impact of the proposed vehicle light service establishment on the Springvale residential development. Therefore, this standard has not been met.

- Standards For All Category 5 Uses (Section 9-503)

Standard 1 states that except as qualified in the following sections, all uses shall comply with the lot size and bulk regulations of the zoning district in which located. *The subject site complies with all lot size and bulk regulations for the C-6 District.*

Standard 2 states that all uses shall comply with the performance standards specified for the zoning district in which located. *If approved, this standard will have to be met.*

Standard 3 states that before establishment, all uses, including modifications or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans. *If approved, this standard will have to be met.*

- Highway Corridor Use Limitations (Section 7-608)

The Highway Corridor (HC) Overlay District imposes additional requirements on certain uses proposed within the overlay district. *These requirements do not apply to the application request for a vehicle light service establishment.*

- Sign Control Overlay District Limitations (Section 7-500)

The Sign Control (SC) Overlay District restricts freestanding signs in the intensely developed commercial and industrial areas of the County where there is an increased need to reduce visual clutter, sight distance obstructions and interference with traffic control signals and mechanisms and where the speed of traffic does not warrant the freestanding signs otherwise permitted by the provisions of Article 12. *If approved, this standard will have to be met.*

Waivers and Modifications

10-foot wide peripheral parking lot landscape strip

The applicant requests a waiver of the 10-foot wide peripheral parking lot landscape strip at the northwestern corner of parking lot on the subject site. An existing parking space in that portion of the site is located immediately adjacent to the right-of-way line of Old Keene Mill Road. Staff feels provision of the required peripheral parking lot landscaping will improve the streetscape along Old Keene Mill Road. For this reason, staff does not support the requested waiver.

Major Paved Trail

The Comprehensive Plan recommends a major paved trail (asphalt or concrete, eight (8) feet or more in width) along Old Keene Mill. The proposal does not provide such a trail; instead it shows an existing four (4) foot wide sidewalk along Old Keene Mill. Therefore the application proposes a modification of the Major Paved Trail recommendation. Staff is not supportive of the waiver due to the fact that the subject site is located in the Springfield Commercial Revitalization District, and in such districts application should provide the minimum requirements for pedestrian facilities in order to further streetscape goals.

Transitional Screening

The proposal depicts an existing transitional screening buffer between the subject site and the adjacent Springvale residential community along the southwest portion of the property. However the existing transitional screening consists of a 35-foot wide unbroken landscape strip, which was required for the previously existing retail sales use on the site. For a vehicle light service establishment, a 50-foot wide transitional screening buffer is required. Therefore, the applicant proposes a modification of the transitional screening requirement for the proposed use. Additionally the SE plat depicts numerous service bay doors facing the Springvale

residential community to the south. Staff does not support a modification of the transitional screening requirements along the southwestern portion of the site due to the potential visual and noise impacts of the proposed use and location of the service bay doors.

Parking Reduction

The SE Plat shows 146 spaces to be provided, when 160 spaces are required for the proposed use. This is a 9% reduction in minimum parking spaces. The Zoning Ordinance states that the minimum off-street parking requirements for any non-residential uses may be reduced by up to twenty (20) percent by the Board when it is demonstrated by the applicant and determined by the Board that such reduction is in furtherance of the goals of the Commercial Revitalization District as set forth in the adopted Comprehensive Plan. The current proposal is a request to re-use an existing vacant retail building and parking lot rather than a coordinated redevelopment with improvements of the existing site. The proposal does not further the goals of revitalization as recommended by the Comprehensive Plan text for the Springfield Community Business Center. Therefore, staff is not supportive of a reduction in the minimum parking space requirements.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The current proposal is a request to re-use an existing vacant retail building and parking lot rather than revitalization of the existing site. The proposal does not further the goals of revitalization as recommended by the Comprehensive Plan text for the Springfield Community Business Center. The Comprehensive Plan acknowledges those parcels which are developed with and planned to remain as automobile sales and services uses. The application property is not planned as such. The remainder of the sub-unit, including the subject site, is planned for low-intensity office and retail uses. The plan further speaks to the need for screening by any development to protect the Springvale residential community as well as other conditions related to implementing land use and revitalization goals such as quality architecture and landscape design and pedestrian connectivity, among others. However, the applicant proposes to retain a 35-foot landscape strip for transitional screening purposes, adjacent to the Springvale residential community when a 50-foot landscape strip is required. It has not been demonstrated that the establishment of the requested vehicle light service establishment would result in any significant public benefits related to circulation, access, parking landscaping, site or building design nor that such benefits would outweigh the potential adverse impacts. Approval of such use, even on an interim basis, could also impede the achievement of the broader, long range goals for revitalization of Springfield CBC.

Furthermore the current proposal does not meet all of the applicable Zoning Ordinance regulations as discussed above. For these reasons, staff finds that the application is not in conformance with applicable Zoning Ordinance provisions and not in harmony with the Comprehensive Plan.

Recommendation

Staff recommends denial of SE 2005-LE-011.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendations of staff; it does not reflect the position of the Board of Supervisors.

APPENDICES

1. Affidavit
2. Statement of Justification
3. Land Use Analysis
4. Transportation Analysis
5. Environmental Analysis
6. Housing and Community Development Analysis
7. Approved Board Resolutions
8. Approved NON-RUP
9. Zoning Ordinance Provisions
10. Glossary of Terms

